



Wichita Bicycle & Pedestrian Advisory Board

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March 12, 2021

WPAB Members:

Barry Carroll, Chair
Elizabeth Ablah,
Vice Chair
Jack Brown,
Secretary
John Baker
Maxine Bostic
Jane Byrnes
Russell Fox
Erik Maybee
Marcia Schroeder
Tyler Stutzman
George Theoharis

The Wichita Bicycle and Pedestrian Board shall advise the Mayor; City Council; City Manager; all departments; all offices of the City; City Boards and committees; and other public agencies that provide services within the City, on matters related to bicycling and/or walking and the impact that their actions may have on the bicycling and/or walking environment. City of Wichita Ordinance 490441

Honorable Mayor Brandon Whipple
Members of the City Council and City Manager

Subject: 2022-2032 Capital Improvement Program - WPAB Recommendations for Priority Bicycling and Pedestrian Improvements

Dear Mayor Whipple, City Council members and City Manager:

The Wichita Bicycle and Pedestrian Advisory Board (WPAB) would like to take this opportunity to thank you for the progress that has been made in creating more opportunities for biking, walking and running in Wichita.

The WPAB is recommending that the City Council program funding in the new 2022-2032 Capital Improvement Program (CIP) to undertake the following priority projects in order to achieve Wichita's community goals for improving safety, increasing transportation options, and the health and safety of Wichita. These priority projects were identified after reviewing previous project recommendations; using data from a GIS Prioritization Tool; and WPAB meeting discussion and public input.

Priority Bicycling Infrastructure Improvements

Crossings/ Intersections

Crashes involving bicyclists and motor vehicles typically occur at intersections. Intersections can be barriers that create breaks in an otherwise connected bicycle network. Making improvements at intersections improves both safety and accessibility. In fact, making intersection improvements can be one of the single best ways to reduce bicycle/motor vehicle crashes while encouraging more bicycle trips. The board is recommending that these funds first address various safety issues at the priority locations indicated below. This funding could also be used as new safety issues occur in the biking and pedestrian network of paths and sidewalks. Top location priorities for intersection improvements to improve safety and connectivity:

- 1. 9th and McLean Construction Funding**
- 2. 1-135 Path at 1st & 2nd Streets-Upgrade Signal Systems and Crosswalks**
- 3. Douglas and Volutsia Intersection**
- 4. Redbud Path at Woodlawn**
- 5. K-15 and Wassall Intersection Design Study**
- 6. Kellogg Crossings at Greenwich, West and Tyler Streets**

Multi-Modal Accommodation During Maintenance Projects

This CIP line item would provide funding to make bicycling and walking improvements during maintenance projects (i.e., adding bike lanes during a re-paving project, adding sidewalks during a repaving project, and/or adding curb extensions for transit stops during a paving project). Installing multi-modal improvements as part of other projects



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typically reduces project costs compared to installing the improvements as stand-alone projects later. The City Council endorsed Multi-Modal Policy calls for multi-modal accommodations during maintenance projects and provides guidance for implementation. The board is currently working with City staff to review future maintenance programs for specific projects. Continuation of the CIP's Bike-Ped Multi-Modal Acc. would provide the funding to accomplish the priority projects.

Enhanced Maintenance Projects and Spot Fixes

The City of Wichita has made a substantial investment in many off- and on-street bicycle facilities. These existing facilities require maintenance, and in some cases upgrading to meet the latest standards and best practices. Prioritizing maintenance activities helps to ensure that investments in maintenance lead to improved safety, use, and increases in the life-cycle of bicycle facilities. Funding in the CIP will help to ensure that maintenance is undertaken in a systematic way-improving safety, usability and reducing costs by prolonging the usable life of facilities.

Priority Bikeways (see attached project descriptions)

An interconnected bicycle network supports bicycling as a viable transportation mode by providing convenient and safe access to destinations through the city. The Wichita Bicycle and Pedestrian Advisory Board recommends that the City maximize these benefits by investing in the following priority bikeways listed below (organized in priority order, see the attached document for the bikeway descriptions). These recommendations are based on many factors including but not limited to; public input, recommendations in City plans, transportation connections to destinations, improved safety and access.

1. ***Redbud Multi-Use Pathway Extension from Woodlawn to Rock Road (to include Crossing Upgrade at Woodlawn-Replacing Existing Rapid Flash Beacon Signal with High Intensity Activated HAWK Signal)***
2. ***Prairie Sunset Trail Including Cowskin Creek Bridge Crossing***
3. ***Mt. Vernon & South-Central Bikeways to the Arkansas River***
4. ***Redbud Multi-Use Pathway from Rock Road to the K-96 Multi-Use Pathway***
5. ***Hoover Bikeway***
6. ***WSU Bikeway Connections:***
 - a. ***17th Street Bike Lanes/ I-135 Path to Oliver/Redbud Path***
 - b. ***Fairmount Neighborhood Bikeways***
 - c. ***Belmont/Fountain Bikeway***
7. ***Woodchuck to Buffalo Park & Air Capital Memorial Park***
8. ***Arkansas River to Haysville***
9. ***31st Street South Bikeway***
10. ***K-96 Connection***
11. ***I-135 Path Upgrades & Linkages***
 - a. ***I-135 Path from 17th Street to Douglas Avenue***
 - b. ***Hydraulic Bike Lanes – Douglas Avenue to Redbud Path***
 - c. ***11th Street Bikeway – I-135 Path to the Green Street Bikeway***



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Priority Walking Infrastructure Improvements

Sidewalks and Wheelchair Ramps (separate funding sources)

This project would continue the funding for the CIP Arterial SW/WCR line item, which funds the installation of sidewalks along arterial streets and installation of wheelchair ramps. This funding helps implement Strategy #4 of the Pedestrian Master Plan.

Central Avenue Corridor Pedestrian Safety Improvements

This would fund a new project to plan, design, and install pedestrian safety improvements along Central Avenue from Seneca to Woodlawn. The Pedestrian Master Plan identifies Central Avenue as the top corridor in the City for the number of crashes involving motor vehicles and pedestrians. Installation of proven crash countermeasures will help to improve the safety of everyone - including children walking to school, seniors, and transit riders. This project will help to implement Strategy #11 of the Wichita Pedestrian Master Plan.

Broadway Safety Corridor Improvements

With funding from a Health ICT grant, the City of Wichita contracted with Alta Planning and Design to develop a safety corridor pilot project for a one-mile corridor. Using crash data, several areas of the city were identified as possible sites for the project. Based on crash data and input from the WBPAB, it was determined that an area along North Broadway from 11th Street North to 3rd Street North be designated as the proposed project area. This recommendation would fund final designs and construction.

These recommendations are based on the strategies and goals of the City of Wichita Bicycle Master Plan and the Wichita Pedestrian Master Plan. The plans recommend actions for the City to help make bicycling and walking safer, to improve connections, and to promote living well in Wichita.

Very respectfully and for the board,

Barry L. Carroll

Barry L. Carroll, Chair
Wichita Bicycle and Pedestrian Advisory Board

Cc: Wichita Bicycle and Pedestrian Advisory Board, Scott Wadle, MAPD Director

Bikeway/Multi-Use Projects 2022-2032 CIP attachment

Projects Description

1. Redbud Multi-Use Pathway – Woodlawn to Rock Road - this project would install shared-use path, improve crossings, and add neighborhood connections/access points along the segments of the former railroad corridor and replace the Rapid Flash Signal at 17th and Woodlawn with a HAWK signal (A HAWK beacon (High-Intensity Activated Cross Walk beacon) is a traffic control device used to stop road traffic and allow pedestrians to cross safely.

2. Prairie Sunset Trail Including Cowskin Creek Bridge Crossing – this project would create an unpaved trail and on-street bikeway from Goddard (167th Street) to the Arkansas River Path in Wichita. The project would include design work, improvements the former railroad corridor, additional and upgraded roadway crossings, acquisition of rights to the former RR corridor where needed, installation of a bridge at the Cowskin Creek, upgrades to existing bridges, a connection from the trail at Hoover to Bebe Street, and addition of on-street bikeways from Bebe Street to the Arkansas River Path.

3. Mt. Vernon & South-Central Bikeways to the Arkansas River – this project would assist continued revitalization efforts in the South-Central Neighborhood and improve safety along Mt. Vernon Road by undertaking the following improvements. South Central Bikeways – bike lanes and/or shared lane markings would be added to Market Street and Topeka Street from the existing Mt. Vernon Bike Lanes to Pawnee Avenue. Side paths would be added to Pawnee Avenue and Broadway Avenue to connect the bikeways on Market and Topeka to the Arkansas River Path.

4. Redbud Multi-Use Pathway from Rock Road to the K-96 Multi-Use Pathway – this project would design, construct and complete the existing gap on the Redbud Multi-Use Pathway between Rock Road and the K-96 Multi-Use Pathway.

5. Hoover Bikeway – this project would design and construct a bikeway from Sedgwick County Park to the proposed Crystal Prairie Lake Park.

6. WSU Bikeway Connections – this project would improve the bikeway connections to and from Wichita State University. The improvements will help to make WSU more attractive to prospective students, strengthen connections with the surrounding community, and improve conditions in a location where people are more likely to bicycle. Below is a listing of the bikeway improvements undertaken as part of the project:

- **17th Street Bike Lanes / I-135 Path to Oliver/Redbud Path** - this improvement would continue the new bike lanes on 17th Street from Hillside to the Canal Route Path at I-135. The project would include a road diet along 17th Street and crossing improvements at key intersections.
- **Fairmount Neighborhood Bikeways** - this improvement would add bikeways on streets through the Fairmount Neighborhood and crossings at major roadways in order to strengthen connections between WSU, the Redbud Path, and other bikeways.
- **Belmont/Fountain Bikeway** - this improvement would add an on-street bikeway to connect the WSU campus to the K-96 Path.

7. Woodchuck Connector to Buffalo Park & Air Capital Memorial Park – this project would design and construct an on-street bikeway from the Woodchuck Bikeway to a Maize Road crossing near Buffalo Park. It would also provide a connection south across Kellogg at Maize to the Air Capital Memorial Park. The project would include crossing improvements along with the bikeway pavement markings, path connectors, and possible traffic calming.

8. Arkansas River to Haysville – this project would develop a trail from Wichita to Haysville along a former railroad corridor owned by the City of Wichita. The bikeway would travel from the Arkansas River Path near OJ Watson Park to Haysville, and would include crossing improvements, design work, construction of a bridge deck at the Big Ditch, and related improvements.

9. 31st Street South Bikeway – this project would install on-street bikeways on 31st Street South and connection to the Arkansas River Path near O.J. Watson Park. It would include shared lane markings from the Kansas and Oklahoma Railroad (located west of West Street) to West Street; a road diet with bike lanes from West Street to Old Lawrence Road; and a bicycle boulevard on Old Lawrence Road from 31st Street to the Arkansas River Path.

10. K-96 Path Connection – this project would design and construct the missing link between the K-96 Path and the existing paths along Greenwich Road and/or Harry Street

11. From 2020: I-135 Path Upgrades and Linkages – this project would design and construct improvements to upgrade one of the bikeway system backbones (I-135 / Canal Route Path), while improving its usefulness by adding connections and linkages to and from surrounding destinations and neighborhoods. Below is a listing of the recommended bikeways improvements to be undertaken as part of this project.

- **I-135 Path from 17th Street to Douglas Avenue** - the improvements would consist of crossing improvements (lighting, markings, removal of bollards, installation of signage, installing and upgrading signals); lighting improvements (removing lights that don't function, adding new lights). Replace bollards on south side of 17th at Canal as part of current 17-18th Street project.
- **Hydraulic Bike Lanes – Douglas Avenue to Redbud Path** - as part of this project, Hydraulic would be converted from a 4-lane to a 3-lane roadway with bike lanes. In addition to the signs and pavement markings changes. The existing signals would be upgraded to allow for the conversion.
- **11th Street Bikeway – from I-135 Path to the Green Street Bikeway** - the improvements would install a bicycle boulevard with traffic calming, pavement markings, crossings, and signage.